



# Overworked Women

The Suffering and Pain Endured By Many Working Women is Almost Beyond Belief.

THERE are thousands of American women whose duties call them out in all winds and weathers, many of whom sit with wet feet or stand all day, thus weakening and undermining their health. Women, however, for the most part, spend their lives at home, and these women are willing and ambitious that their homes should be kept neat and pretty, their children well-dressed and tidy, and do their own cooking, sweeping and dusting, and often washing, ironing and sewing for the entire family. Both of these classes call for our sympathy.

Truly the work of such a woman is "never done," and it is any wonder that she breaks down at the end of a few years, the back begins to ache, there is a displacement, inflammation or ulceration of certain organs, and the struggle to continue her duties are pitiful.

## Lydia E. Pinkham's Vegetable Compound.

Made from native roots and herbs, is the exact medicine a woman needs whose strength is overtaxed. It keeps the feminine system in a strong and healthy condition.

Mrs. Sadie Abbott, of Jeannette, Pa., writes:

Dear Mrs. Pinkham:—I suffered severely with pain every month, and also a pain in my left side. My doctor prescribed for me but did me no good; a friend advised Lydia E. Pinkham's Vegetable Compound and I wrote you in regard to my condition. I followed your advice and am a perfectly well woman. The pains have all disappeared, and I cannot recommend your medicine too highly.

Mrs. Lena Nagel, of 117 Morgan St., Buffalo, N.Y., writes:

Dear Mrs. Pinkham:—I was completely worn out and on the verge of nervous prostration. My back ached all the time. I had dreadful periods of pain, was subject to fits of crying and extreme nervousness, and was always weak and tired. Lydia E. Pinkham's Vegetable Compound completely cured me.

Mrs. Pinkham's Invitation to Women.

Women suffering from any form of feminine illness are invited to promptly communicate with Mrs. Pinkham, at Lynn, Mass. Out of her vast volume of experience, Mrs. Pinkham probably has the very knowledge that will help your case. Her advice is free and always helpful.

LYDIA E. PINKHAM'S VEGETABLE COMPOUND, made from Native Roots and Herbs, complies with all conditions of the new Pure Food and Drugs Law.



## STRIKES IT RICH.

A Leavenworth Man Thinks His Mining Prospect Is Good.

Leaves for New Mexico in Response to a Telegram.

ONLY A "GRUBSTAKE".

Albuquerque Papers Have Devoted Much Space to It.

The Gold Is Said to Assay About \$700 Per Ton.

Leavenworth, Kan., May 22.—Abe Rosenfeld and his brother from St. Joseph, left last night for Albuquerque, N. Mex., in response to a telegram from a brother there. J. C. Rosenfeld, containing the information that a man they had grubstaked had struck it rich. The Albuquerque papers devoted several columns to a writeup of the strike. The prospect was a colored man who had been in the country for years, but who had never been able to make a strike. The Rosenfelds backed him for less than \$200 and may become millionaires. They have two-thirds of eight claims which they have already located. The gold assays about \$700 to the ton, according to private information which A. Rosenfeld has obtained.

FARMERS AT HUTCHINSON. National President Barrett of Georgia Is Presiding at the Session.

Hutchinson, Kan., May 22.—About 150 delegates are in attendance at the meeting of the Kansas Farmers' Cooperative union, which is being organized here. National President C. S. Barrett, of Atlanta, Ga., presided at the sessions yesterday.

Sessions will be held today, when the constitution and by-laws will be adopted and the officers elected. Paris Henderson, of Osage city, and J. E. McQuillen, of Holmer, are candidates for state president, and E. C. Fowler, of Topeka, and Topeka want the state headquarters and all three places are making quite a fight. The National Society of Equity, the rival farmers' organization, has men here who are trying to get the inside but they are being watched by the friends of the union.

Smallpox at Iola. Iola, Kan., May 22.—Another case of smallpox has been reported to the health officer. Mrs. Kate Darcis, colored, of 415 South Walnut, was quarantined today. She says she does not know where she contracted the disease unless it was from washing she had been doing for some white folks. It is a very severe case.

A Diamond for the Superintendent. Iola, Kan., May 22.—Miss Clifford A. Mitchell, superintendent of the Iola schools is today wearing a handsome diamond ring. The ring is a gift to Miss Mitchell from the fifty-six Iola teachers. The ring was given by the teachers as a token of their esteem and friendship to Miss Mitchell. Many

## True Flavors

With great care, by a process entirely his own, Dr. Price is enabled to extract from each of the true, select fruits, all of its characteristic flavor, and place in the market a class of flavorings of rare excellence. Every flavor is of great strength and perfect purity. For flavoring ice-cream, jellies, cake, custards, etc.,

DR. PRICE'S DELICIOUS FLAVORING EXTRACTS Vanilla Lemon Orange, etc. can be used with perfect satisfaction.

## RAILROAD NEWS.

Knapp Says the Certificate Plan Is Legal.

Commerce Commission Helps Out on N. E. A. Rates.

IT WILL BE WORKED.

Membership Fee Will Be Paid to Validate Tickets.

Other Items of Interest to Railway People.

While in Chicago this week Martin A. Knapp, chairman of the interstate commerce commission, in reply to an inquiry, expressed the opinion that it will be legal for western roads, by independent action, to make rates in the certificate plan for the convention of the National Educational association in Los Angeles. He also said that if this is done no action will be taken by the commission, and added: "Rates for special occasions may be confined to members of a certain organization. Whether the members are required to give proof before or after purchasing the original ticket is no affair of ours." "Many railroad men," it was suggested, "are greatly puzzled over one ruling of the commission, which holds that reduced rates for special occasions may be confined to members of a certain organization, and another ruling of the commission which holds that party rates must be thrown open to the public."

"There is a great deal of difference between the two," Mr. Knapp replied. "A party rate is a permanent rate and one which is available for all times. One who desires to take advantage of it. Special rates for special occasions are far different and different rules should apply to them."

Chairman Knapp's statement regarding the National Educational association rates clears up that situation so far as the legality or illegality is concerned. Eastern roads, however, with the exception of the Grand Trunk, have refused to join in making the rates on the certificate plan, and it remains to be seen whether they will withdraw from their position, now that the Grand Trunk does so independently. It is a member of the Central Passenger association, but not of the Trans-Mississippi association, though usually acting in harmony with the latter and being always represented at meetings and participating in action taken by the committee.

The proposition now pending and proposed by the Santa Fe and the Harriman lines is to reduce the round trip rate from \$64.50 to \$62.50, and to make the return portion of the ticket good only upon presentation of a membership ticket in the association. In this way every holder of a ticket who appeared at the validation office in Los Angeles would be required to step over to a counter and buy a \$2 membership ticket in the association before the agent of the railroad would validate his or her ticket for a return trip. The Rock Island has so far approved this plan and the Burlington people have said they were agreeable to anything that would be legal and wipe out the collection agency business by which the railroad have so long added \$2 to the rate granted, and collected and paid over this sum to the association.

Another Oklahoma Road. Guthrie, O. T., May 22.—A charter was issued yesterday to the Empire Railway company with \$15,000,000 capital.

A Newspaper Change. On Saturday the Sentinel changed hands again. J. A. Townsley selling the paper to the former owners, J. C. Padgett, Mr. Padgett took charge of the property this morning. Mr. Townsley will leave here soon to take a good position which was recently offered him.—Junction City Union.

A Gentleman Killed. Marion, Kan., May 22.—E. L. Clubine, a prominent stockman and cattle feeder, living seven miles north from this place, was instantly killed Tuesday by being thrown from his wagon.

Held on Charge of Assault. Concordia, Kan., May 22.—J. W. Caldwell, arrested here Friday for alleged assault of Gladys Crag, 15 years old, was bound over to the district court and is in jail. He is a business man of Republic City.

Officers to Visit Ft. Leavenworth. Leavenworth, Kan., May 22.—Word was received at Fort Leavenworth today that Major Korrie, the Belgian secretary at Washington, and Captain Lesere, the German secretary at Washington, would soon pay an official visit to Fort Leavenworth.

stock. The route of the proposed road is 550 miles long and is to traverse Oklahoma beginning at the Osage nation, Indian Territory, Colorado and New Mexico. The principal business offices will be located at Kansas City and Granite, Ok.

M. K. & T. WANTS \$61,000,000. Files Claim Against Government for That Enormous Sum.

Washington, May 22.—The Missouri, Kansas & Texas Railroad company has filed suit against the government in the court of claims to recover \$61,000,000, representing the value of lands which the company claims in Indian Territory.

This is a continuation of the efforts of the railroad to obtain every alternate section of land for ten miles on each side of the main line right of way through the territory. The government offered such a grant with the proviso that the land should not go to the road until it became public domain. The none of the land has been made the basis of an appeal to the courts or of any kind of technical or factitious opposition or delay.

"And," Mr. Harlan added, "there is a great mass of business in which the commission is coming to be more and more engaged, and which has grown much during the past two months, involving the informal adjustment of controversies between shippers and carriers. These cases do not reach the stage of formal complaints or contested hearings."

"A shipper, we will say, writes a letter to the commission, setting forth some condition which he regards as a just case of complaint. The letter is taken up by the commission, and one of the commissioners writes to the carrier."

It may be that the commission is strongly of the opinion that the complaint is justified and that the practice ought to be corrected. The carrier is told in an entirely unofficial way that such is the case, and while no order is issued, it is suggested that the cause of complaint might be removed and the necessity for a formal complaint thus done away with.

"In many of these cases—perhaps, I may say, in most of these cases—the carriers have met the commission and an adjustment has been reached without the necessity of a formal complaint, hearings, arguments and order."

GROWING ITS OWN TIES.

Louisville and Nashville Plants Catalpa Along Its Line.

Another road which has set about providing a future supply of ties for its own use is the Louisville and Nashville. It has had planted along its right of way from Carmi, Ill., to St. Louis a large number of hard catalpa trees, the growth of which will be noted carefully. They are set eighteen feet apart and are to be tended by the section hands. The Louisville and Nashville contends that wooden ties are far preferable to metal ties of any kind. Catalpa ties, it is said, will last for twenty years. It will take that time to grow the trees.

ASK FOR A RECEIVER.

Stockholders Want One For Harriman's Texas Line.

Galveston, May 22.—In a suit seeking a receivership by Crocker and other stockholders in the Galveston, Harrisburg and San Antonio railway it is charged that this Southern Pacific or Harriman line, is valued at a little over \$16,000,000, and that its outstanding mortgage bonds against this valuation of \$29,750,000, exclusive of \$5,000,000 of bonds issued for purchase of other lines. There is an accumulated floating indebtedness of \$5,364,000. The Southern Pacific also charged with fraud in violating the federal and Texas laws by controlling this western road from San Antonio to El Paso, after having sworn on June 30, 1893, to relinquish control of this property, and that every piece of equipment used by this road, and valued at \$14,500,000, is in the name of the Southern Pacific.

NET EARNINGS AS TAX BASIS.

Mr. Highleyman Tells This to Missouri. Jefferson City, Mo., May 22.—Samuel L. Highleyman, tax commissioner of the Gould lines in Missouri, was before the state board of equalization yesterday and stated that the net earnings of a road would perhaps furnish the best basis upon which to fix the rate for its taxation. All of the operating expenses of the terminals at Kansas City, it was developed, are charged against the operating expenses in Missouri, though there are eighteen miles of terminals in Kansas. To reconstruct the road and put it

in its present physical condition, he thought, would cost about \$40,000 per mile, and believed those figures, given by former General Manager Dodge, to be approximately correct, but he did not think the road should be assessed on what it would cost to build it, though that cost, in some respects, of course, would be considered the value of the road.

HARLAN PRAISES POLICY. Declares That Railroads Intend to Deal Squarely.

That the railroads have given substantial evidence of an intention to deal squarely and liberally with the public in the matter of compliance with the new rate law, says the Railway Age, is the freely expressed opinion of Commissioner Harlan, of the interstate Commerce commission. In discussing this matter recently, Mr. Harlan called attention to the fact that many decisions had already been rendered under the new law, and that none of them has been made the basis of an appeal to the courts or of any kind of technical or factitious opposition or delay.

"And," Mr. Harlan added, "there is a great mass of business in which the commission is coming to be more and more engaged, and which has grown much during the past two months, involving the informal adjustment of controversies between shippers and carriers. These cases do not reach the stage of formal complaints or contested hearings."

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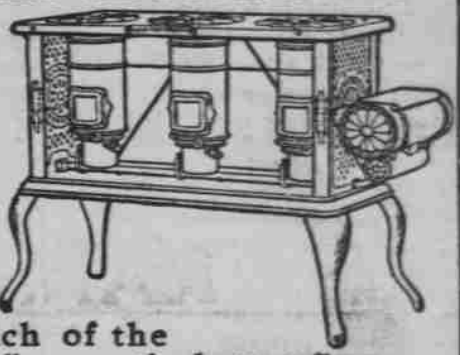
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Gives best results. Reduces fuel expense. A working flame at the touch of the match. "Blue Flame" means the hottest flame produced by any stove. The New Perfection will make your work lighter. Will not over-heat the kitchen. Made in three sizes, with one, two, and three burners. Every stove warranted. If not at your dealer's, write to our nearest agency.



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Cement fillings.....50c to \$1.00  
Extracting teeth, freezing sum process \$5c  
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PROTEST ON LEGAL SUNDAY.

Railways Think Postoffice Department Goes Too Far.

Chicago, May 22.—Is the postoffice department of the United States government going to officially declare Sunday to be a legal "working day"? This question is said to be agitating many of the organizations which have for their purpose the securing of a proper observance of the Sabbath.

The question arises in the controversy which the railroad of the entire country are having with the department over the proposed reduction in the compensation awarded for transporting the mails. Religious people in every part of the country are said to be watching the controversy with keen interest, which is being fed somewhat by the printed arguments which the railroads issued in opposition to the order of the department which requires that "when the weight of the mails is taken on railroad routes the whole number of days the mails are weighed shall be used as a divisor for obtaining the average weight per day."

The presidents of every big railroad

system in the United States have signed a printed protest and argument against the enforcement of this rule, insisting that the legal "working days" only shall be considered, as has been the case for over forty years. The new order, they claim, transgresses all precedent of law and of congress, and deliberately and in the face of such precedent, officially recognizes Sunday to be a legal "working day."

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